



City of Norman

Lindsey Street Project

24th Avenue SW to
East of Berry Road

Oklahoma Traffic
Engineering
Association

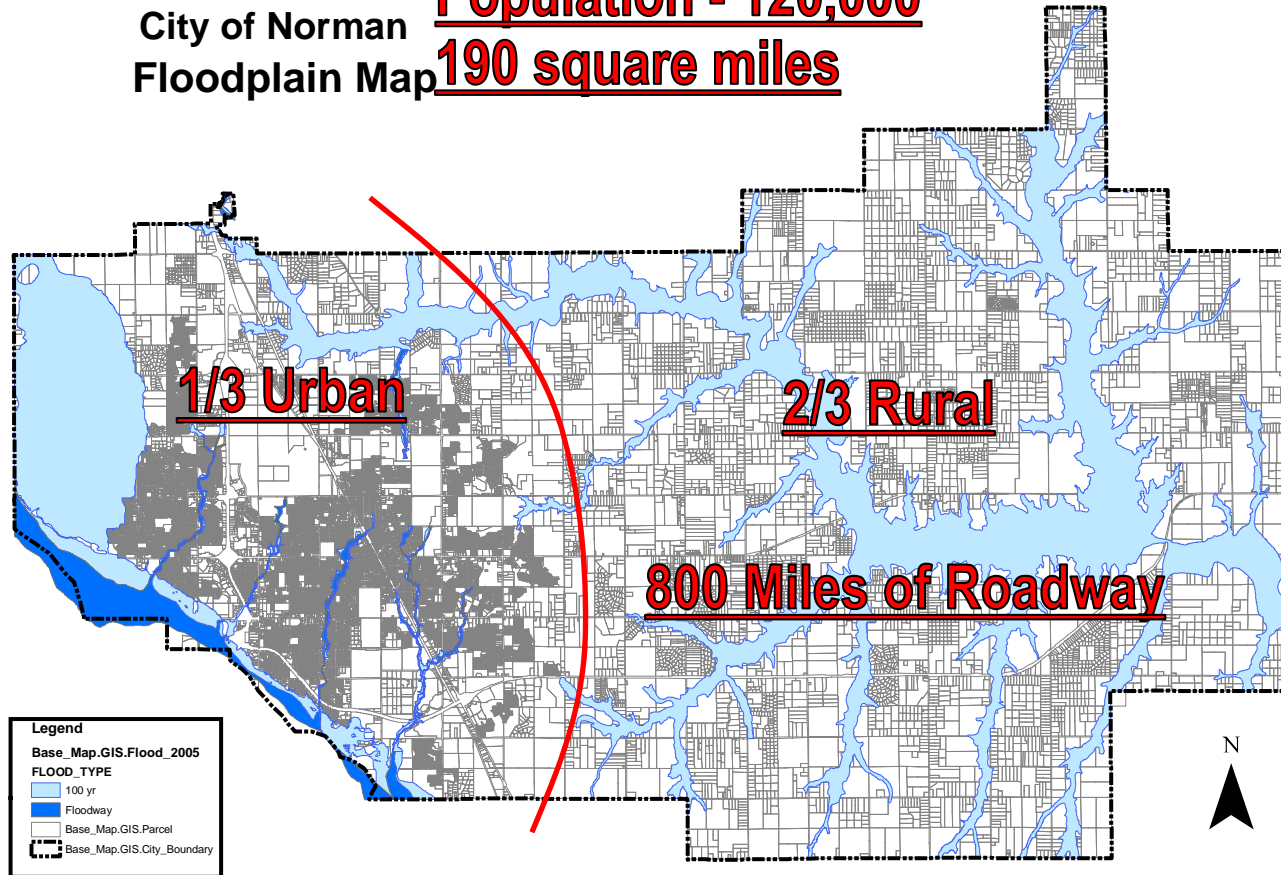
May 3, 2018



Norman Background



City of Norman **Population - 120,000**
Floodplain Map **190 square miles**



Project Background



- No. 1 rated storm water problem in Norman
- No. 1 traffic congestion corridor in Oklahoma City metropolitan area
- Crash rate is nearly 3 times the national average for similar roadways
- Opportunity to coordinate with I-35/Lindsey Street Interchange Project



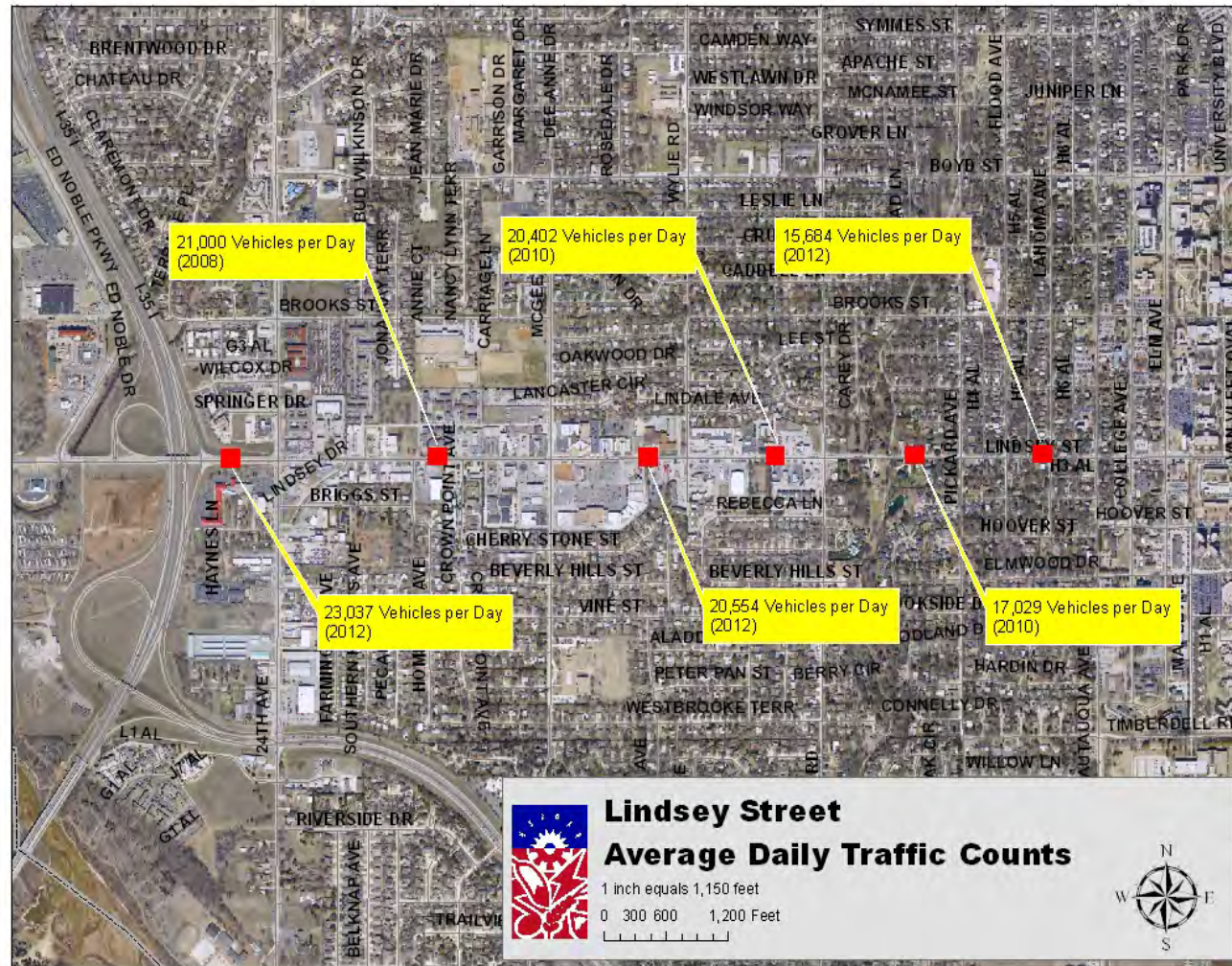
Lindsey St. Reconstruction

Lindsey Street Corridor



Traffic Counts

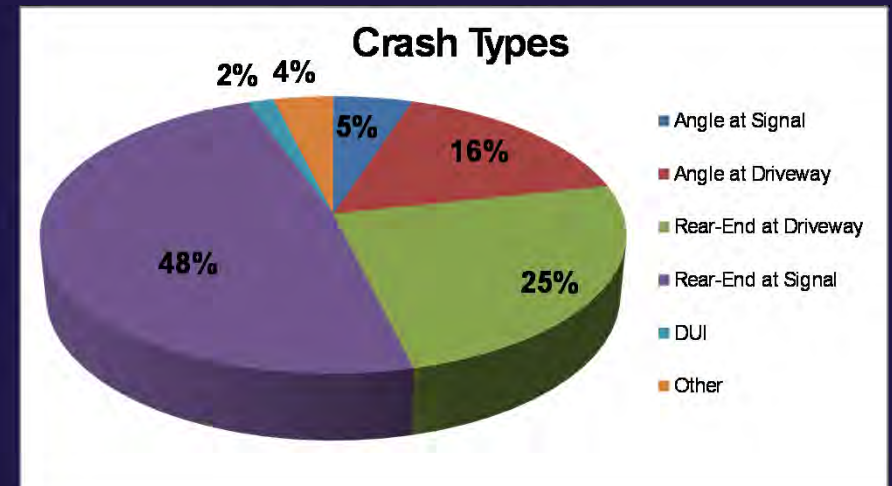
Lindsey St. Reconstruction



Crash History



- Data from Norman PD
- 80 Accidents / 27 Injuries per year
- W. Lindsey Crash Rate: 10.3 crashes per MVM
- Oklahoma Crash Rate: 1.8 crashes per MVM
- National Average (6-States): 3.6 crashes per MVM



Conceptual Plan

Lindsey St. Reconstruction

- **West Lindsey Street Widening Conceptual Plan (Cabbiness/Garver) April 12, 2012**
 - Contract Awarded January 26, 2012
 - Purpose was to provide a conceptual design for possible bond election
 - Design charrette was held March 1, 2012
 - 40 stakeholders shared their vision and concerns
 - The results were considered in the final conceptual plan
 - Public meeting March 12, 2012 at Sooner Legends Inns and Suites
 - Stakeholder Feedback
 1. No new R/W
 2. Solve storm water
 3. No center median access control



WEST LINDSEY STREET WIDENING
CONCEPTUAL PLAN
SUMMARY REPORT
APRIL 12, 2012

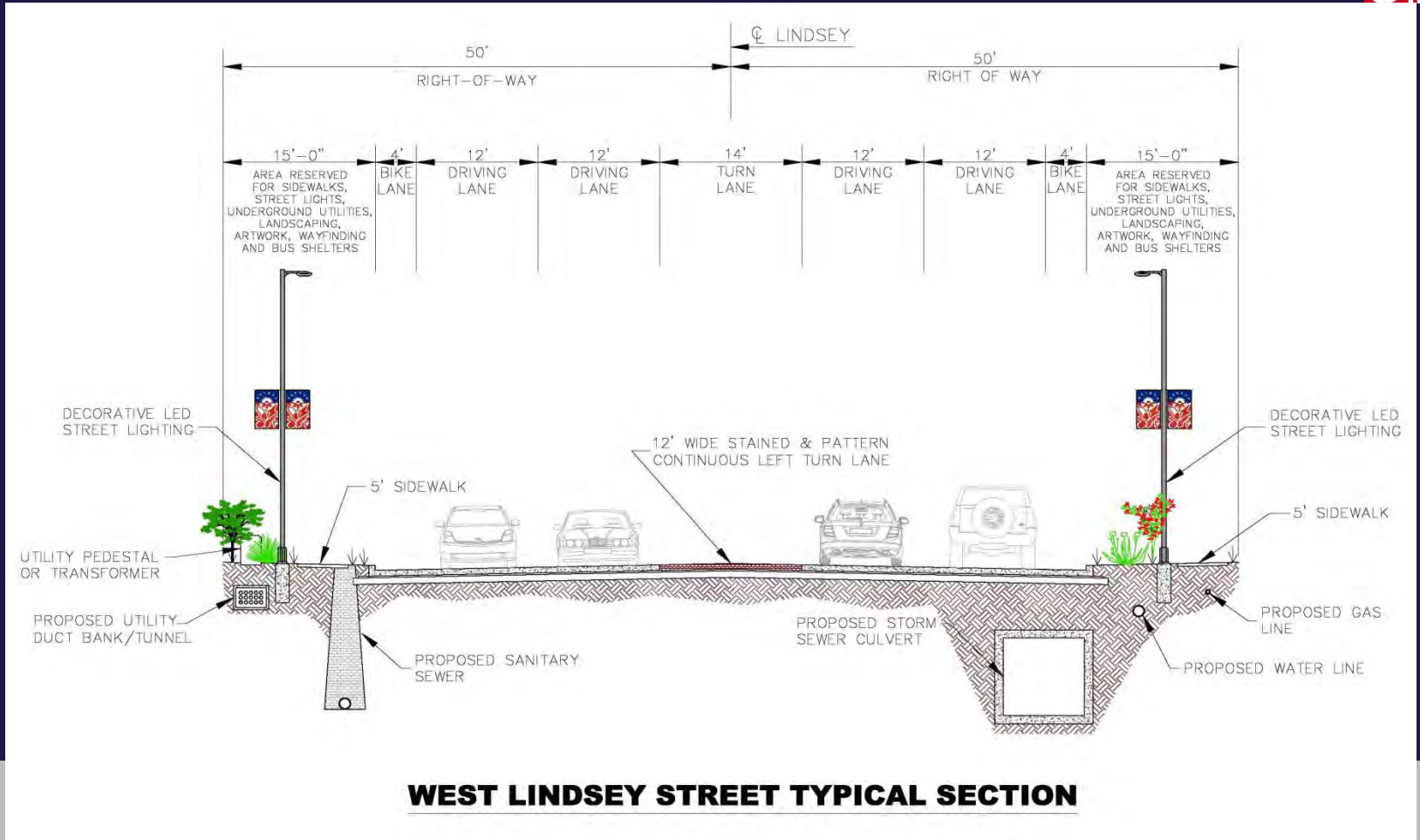
PREPARED BY THE DESIGN TEAM OF:



Conceptual Plan



Lindsey St. Reconstruction



Conceptual Plan



Lindsey St. Reconstruction



Purpose & Need



Lindsey St. Reconstruction

- Level of Service/Safety Improvements
 - Improve by widening (4 lanes with raised median & U-turns)
 - Access Management for driveways
- Flooding Problems
 - Proposed Stormwater Diversion System running the entire project length and joining the Canadian River
- Multimodal Corridor
 - Sidewalks, Bike lanes and Bus stops with shelters, exclusive bus pullouts
- Common Utility Trench



Consultant Selection



Lindsey St. Reconstruction

- October 5, 2012 - The Request for Proposals was advertised
- December 18, 2012 – Council approved the design contract with the team of Benham and Poe and Associates



University of Oklahoma Input



Lindsey St. Reconstruction

- June 26-28, 2013 the University of Oklahoma Institute for Quality Communities (IQC) invited Mr. Dan Burden to discuss project enhancements with the community
- Ideas included:
 - Continuous center median (triple canopy)
 - Roundabouts at key intersections
 - Future development of an “Urban Village”
 - On street parking
 - Enhancements to accommodate pedestrian and bicycle traffic
 - Aesthetic enhancements
 - Livable, walkable Lindsey Street

University of Oklahoma Input



Lindsey Street Corridor

Lindsey St. Reconstruction

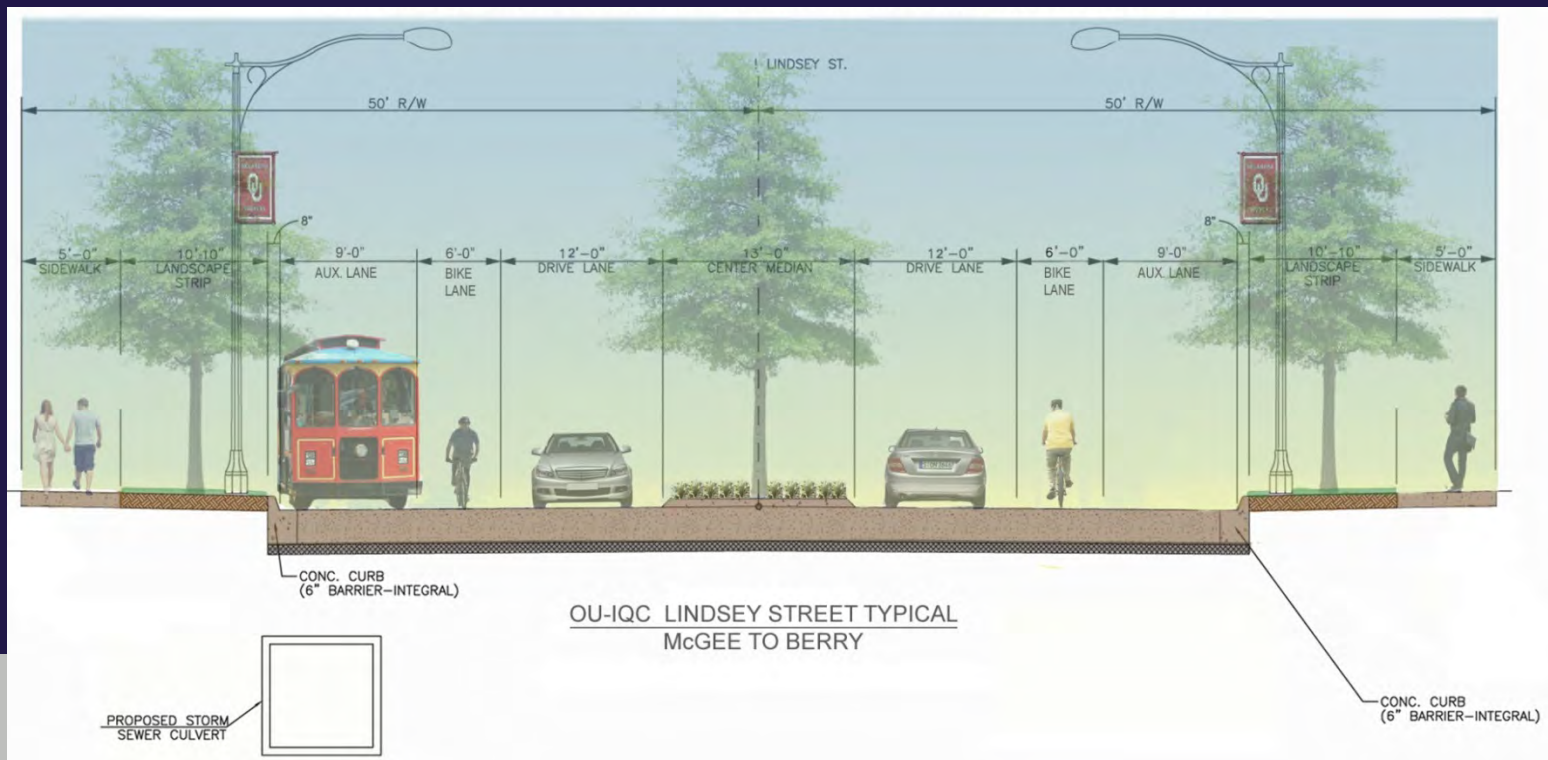


University of Oklahoma Input



Lindsey St. Reconstruction

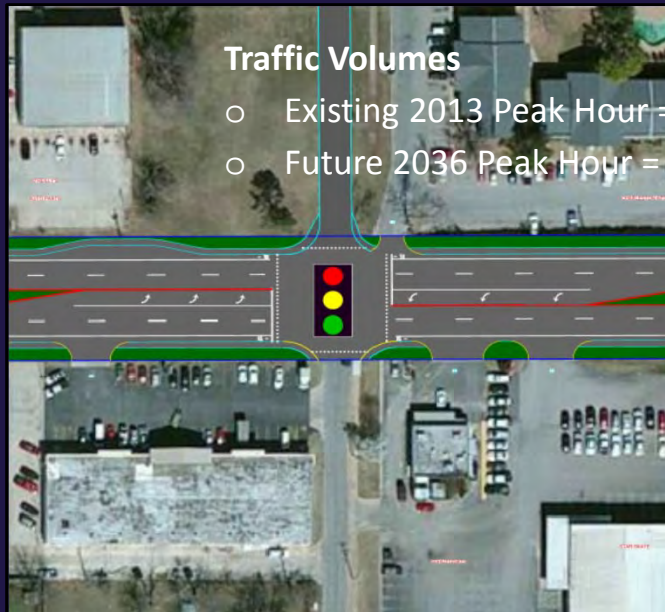
- 2 vehicular travel lanes with 12 foot lanes and auxiliary lanes
- 6-foot bike lanes
- 9-foot Auxiliary lanes (could be used for bus pull outs or egress/ingress)
- Total distance curb to curb - 67 feet (same paving as current cross section)
- Road fits within the 100 foot ROW (roundabouts may require additional ROW)



University of Oklahoma Input

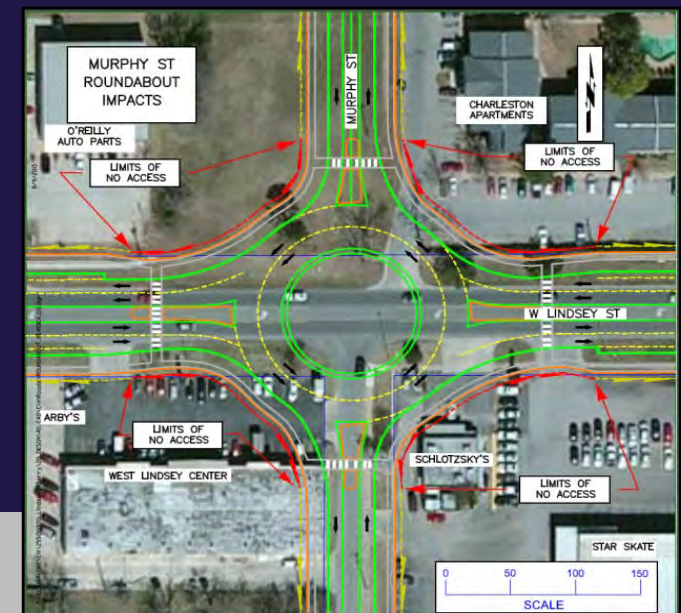


Lindsey St. Reconstruction



- ❖ **Existing Traffic Operations**
 - Capacity = LOS A
 - Overall Delay = 6.1 seconds/vehicle
 - Maximum Queue Length = 200 feet
- ❖ **Future Traffic Operations**
 - Capacity = LOS B
 - Delay = 10.3 seconds/vehicle
 - Maximum Queue Length = 250 feet

- ❖ **Existing Traffic Operations**
 - Capacity = LOS B
 - Overall Delay = 17.0 seconds/vehicle
 - Maximum Queue Length = 135 feet
- ❖ **Future Traffic Operations**
 - Capacity = LOS E
 - Delay = 72.2 seconds/vehicle
 - Maximum Queue Length = 1355 feet



University of Oklahoma Input



Lindsey St. Reconstruction

To: The Honorable Cindy Rosenthal; Mayor, City of Norman
The Norman City Council
Mr. Steve Lewis; City Manager, City of Norman

OFFICE OF
CITY MANAGER
AUG 08 2013

We the following stakeholders in Norman's West Lindsey corridor respectfully request the Mayor, Council and City Manager of the City of Norman to consider, in a positive light, the visionary remarks and recommendations of the July 22nd conference sponsored by the Institute for Quality Communities in regard to "Walkable & Livable Communities" as they consider a West Lindsey Street for the next 50 years.

As Dan Burden, Executive Director of the Walkable and Livable Communities Institute, stated, "You get one good chance to reinvent Lindsey, and it's now." As stakeholders, we like the idea of a different kind of Lindsey Street which might include roundabouts instead of stop lights, additional turn-around opportunities, landscaped center medians with triple canopy plantings, pedestrian crossings and bicycle lanes.

JOE SPARKS	LEGEND'S RESTAURANT
REBECCA SPARKS	LEGEND'S TIGER TUG
SHARKE-JOE LESTER	RESTAURANT EAST OF BERRY RD
MRS. JOE LESTER	RESIDENT EAST OF BERRY RD
CHARLES HOLLINGSWORTH	NEVEST BANK
REBECCA ANDREWS	ANDREWS PHILLIPS 66
DANIEL RAY	RAY'S BAR
JAWN ROBERTS	ALPINE INNREST
BARRY STACY	BRANCH HANCOCK FIRST FIDELITY BANK
SURETT GRAHAM	PENNY HILL SUBS
ERIN WOODS	CECIL WOODS ASSOCIATES
HEATHER O'CONNELL	CECIL WOODS ASSOCIATES
CHARLES HARRISON	KODA CRUSSETT LANDSCAPE
TIM ADAMS	WEST OAKS REAL
LUNN FOREMAN	HOLLYWOOD CENTER
KATIE GREEN	CONFESSION LOUNGE

1/4/13

Property owners submitted request for raised center medians

Pros

- On schedule
- Within budget limits
- Provides multiple IQC proposals
- Improves traffic safety
- Improves traffic capacity
- Improves aesthetics
- Acknowledges property owner interest

Cons

- No modern roundabouts
- Possible stakeholder resistance (reduced access)
- Additional City maintenance cost

University of Oklahoma Input



Lindsey St. Reconstruction

July 22-25, 2013 the IQC invited Mr. Burden back for further development of enhancements

Meetings included

- Technical sessions with City staff and project team
- Stakeholder meetings
- Meetings with community leaders
- Final public presentation

Common Ground

- Increase traffic capacity
- Reduce driveways
- Triple canopy
- Minimum 6-foot planter strip on edge
- Drought tolerant landscaping
- Maximize project aesthetics
- Colorized bike lanes
- Current/future transit opportunities
- Full ADA compliance
- LED Street lights
- Wayfinding signage
- Minimum 5-foot sidewalk

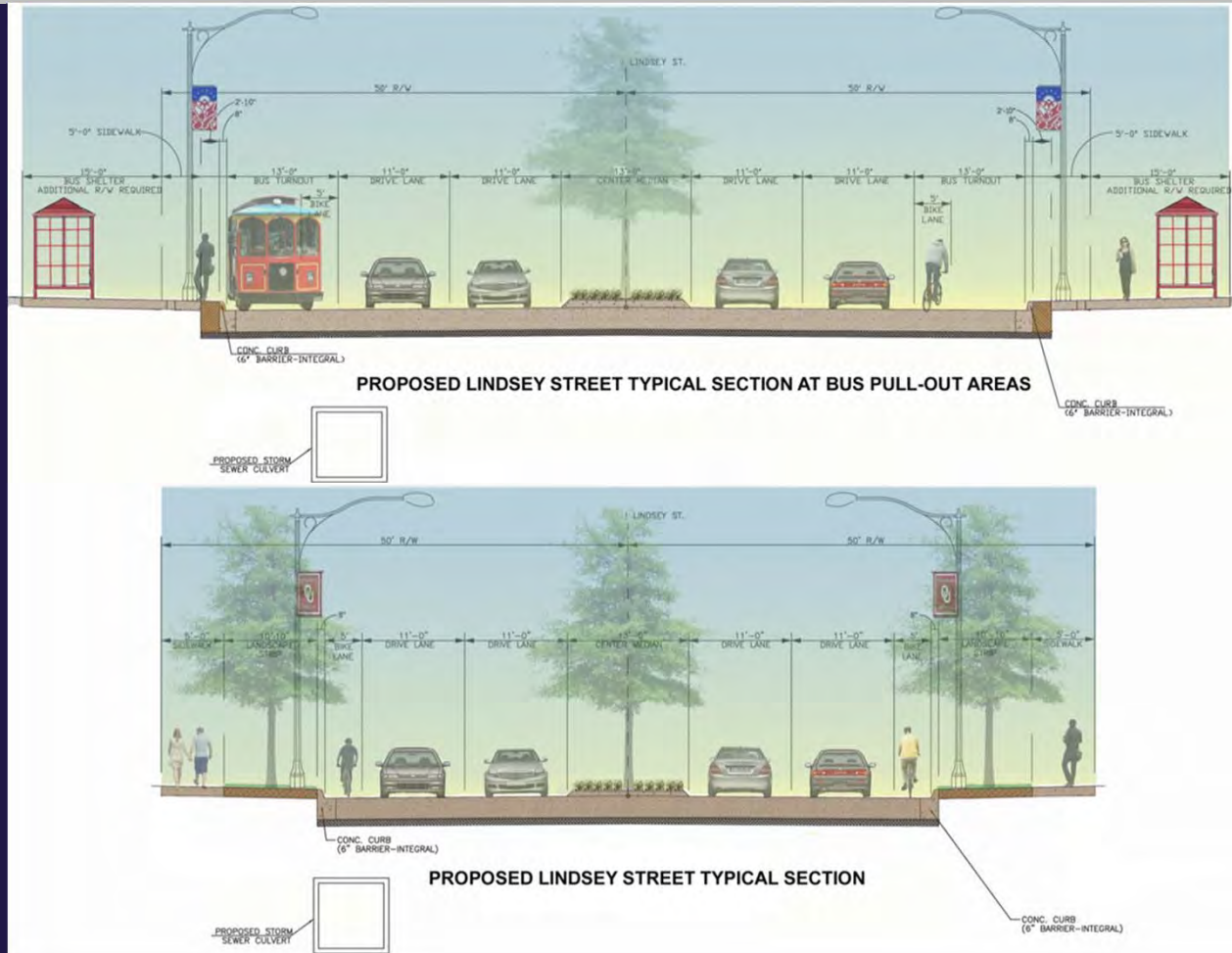
Major recommendations

- Continuous center median with mid block u turns
- Modern Roundabouts at Murphy Street, Wylie Road, Berry Road

University of Oklahoma Input



Lindsey St. Reconstruction



University of Oklahoma Input



- New Bridge over Imhoff Creek With Aesthetic Details

Lindsey St. Reconstruction



Lindsey Street Corridor



Lindsey St. Reconstruction



Funding /Construction Cost



Lindsey St. Reconstruction

Lindsey Street

- Estimated Construction Cost
 - \$26.8 Million Roadway and Box Construction
 - \$14 Million in Federal Funding
 - \$12.8 Million in City of Norman Funding
 - From the 2012 Bond Election to finance the local share of eight transportation/storm water improvement projects
 - \$10.2 Million spent to Date on Utility Relocation, ROW and Box Construction

ODOT I-35 Construction

- \$70 Million

Total Construction Costs - \$107 Million

I-35 Corridor

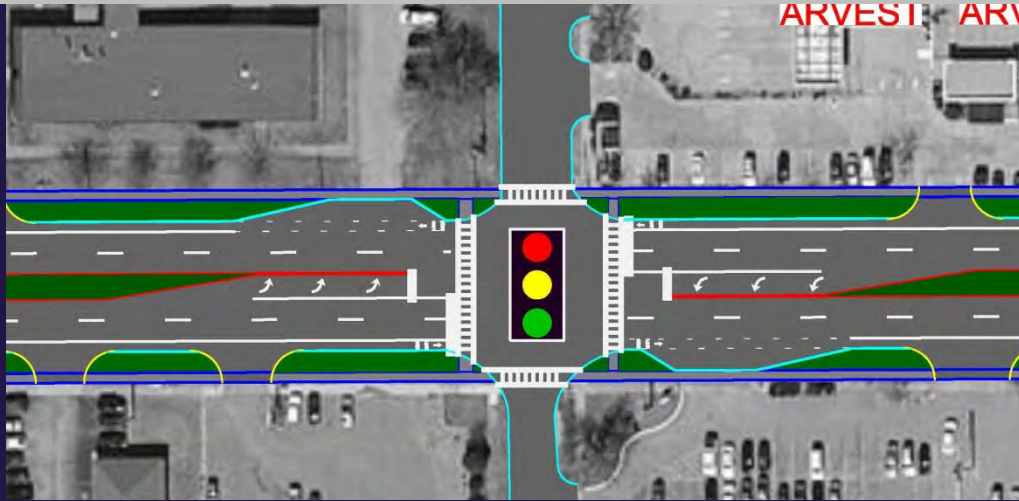
Lindsey St. Reconstruction



Lindsey Street Design

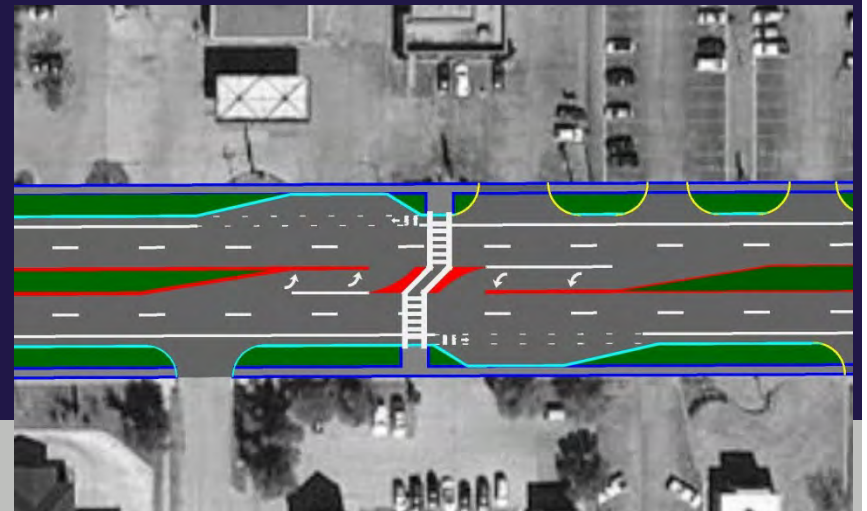


Lindsey St. Reconstruction



Permitted u-turn
at an intersection

Permitted u-turn
at mid-block



Construction Progress

Lindsey St. Reconstruction



Construction Progress

Lindsey St. Reconstruction



Construction Progress

Lindsey St. Reconstruction



Construction Progress

Lindsey St. Reconstruction



Construction Progress

Lindsey St. Reconstruction





Questions & Answers

